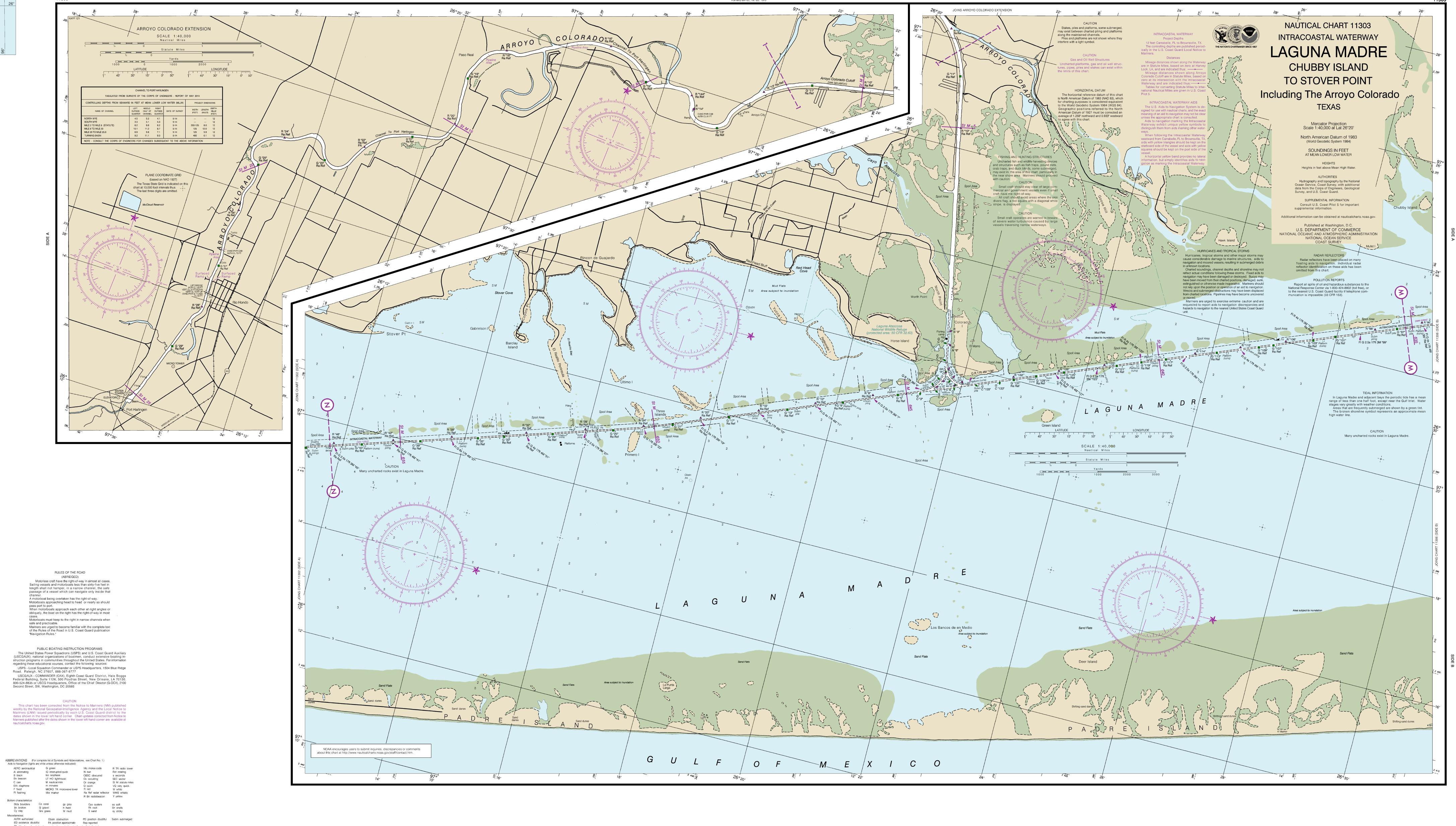


LAGUNA MADRE CHUBBY ISLAND TO STOVER POINT INCLUDING



21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Port Isabel, TX

Port Aransas, TX

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS STATION FREQ. BROADCAST TIMES-CST

NOY-3 2670 kHz 4:30, 6:30 & 10:30 AM 4:30 PM

 Corpus Christi, TX
 NOY-8
 2670 kHz
 4:40, 6:40 & 10:40 AM & 4:40 PM

 Port Isabel, TX
 "
 2670 kHz
 4:40, 6:40 & 10:40 AM & 4:40 PM

 Port Isabel, TX
 "
 157.1 MHz
 5:00, 11:00 AM & 5:00 PM

 Robstown, TX
 "
 157.1 MHz
 5:00, 11:00 AM & 5:00 PM

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

2670 kHz 4:40, 6:40 & 10:40 AM 4:40 PM 157.1 MHz 4:45, 6:45 & 10:45 AM 4:45 PM

4:40 & 6:40 AM 4:40 PM

SPECIAL WARNING

On receipt

On receipt On receipt

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine

cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and

submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-

marine cables are required to be buried, and

caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when

anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

those that were originally buried may have

become exposed. Mariners should use extreme

MARINE WEATHER FORECASTS

CITY TELEPHONE NUMBER

Brownsville, TX *(956) 504-1432 8:00 AM-4:30 PM (Mon.-Fri.)

STATION FREQ. (MHz) BROADCAST TIMES

WWG-34 162.55 24 hours daily

NATIONAL WEATHER SERVICE

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

Brownsville, TX

SAFETY HINTS

to Mariners corrections when you receive them.

is vital to your safety afloat.

on your chart from Chart No. 1.

for the deviation of your boat.

with respect to the chart.

Keep your chart up to date by applying all Notices

Read carefully all notes printed on your chart, each

3. Learn the meaning of each symbol and abbreviation

4. The compass on your chart shows the variation from

true north, however you must also correct your bearing

5. Constantly use your chart from the beginning to end

of each trip. Keep in mind the orientation of your boat

6. Maintain your position on the chart by relating

charted features with those you can identify in your

CAUTION

WARNINGS CONCERNING LARGE VESSELS

not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great

distance in which to maneuver or stop. A large vessel's

superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves

unable to maneuver. Bow and stern waves can be hazardous

to small vessels. Large vessels may not be able to see small craft close to their bows.

The "Rules of the Road" state that recreational boats shall

CAUTION

aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National

Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and

Station positions are shown thus:

(Accurate location) o(Approximate location)

Limitations on the use of radio signals as

ACKNOWLEDGMENT

exceptional Ocean Service acknowledges the exceptional cooperation received from members of the Lower Rio Grande Valley Power Squadron, District 21, United States Power Squadrons, in continually providing essential

information for revising this chart.

The National Ocean Service acknowledges the

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for

supplemental information concerning aids to

WARNING

any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List

and U.S. Coast Pilot for details.

The prudent mariner will not rely solely on

navigation.

CAUTION

navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are

subject to shoaling, particularly at the edges.

Temporary changes or defects in aids to